

ENVIRONMENTAL UPDATES

**DRAFT MITIGATION MONITORING
PROGRAM** (not updated until final EIR),

**APPLICANT'S
CONSTRUCTION PHASING
MATRIX AND
TRAFFIC MITIGATION MATRIX,**

**COUNTY SANITATION DISTRICT
CALABASAS LANDFILL RISK
ASSESSMENT LETTER,**

**APPLICANT'S VOLUNTARY
PHASE I ENVIRONMENTAL SITE
ASSESSMENT, AND**

**APPLICANT'S WILDLAND FIRE
EVACUATION DISCUSSION**

Table ES-1
Summary Table of Project Impacts and Mitigation Measures

Project Impacts		Mitigation Measures		Residual Impact
VISUAL QUALITIES				
<p>The project area is semi-suburban in character, containing large-lot residential dwellings along with highway-oriented commercial/office uses. Land north and east of the site is open space. Site development would result in a change in visual character from vacant land to one that is partially developed. However, the project has been designed to cluster development within the flatter, lower-lying portions of the property, thereby, mostly preserving the visually dominant landform features that characterize views of the site as observed from surrounding viewsheds. Moreover, the site plan has been designed to minimize mass and bulk conflicts with adjacent residences through use of a minimum 100-foot buffer and building architecture in keeping with the community of Old Agoura.</p> <p>The project would also introduce new sources of light and glare that could spill over onto adjacent sensitive uses, including the adjacent wildlife corridor, if not properly designed and installed. Mitigation is provided to reduce this impact to a less than significant level.</p> <p>On a cumulative basis, the US 101 corridor is experiencing a general trend towards urbanization. This cumulative development is contributing to the loss of open space and changing the visual character of the area to one that is more urban in character, which is considered a cumulatively significant visual impact.</p>	4.1-1	Landscaping, consisting of natural vegetation, shall be placed along the southern perimeter of Chesebro Road, as defined on the site plan. The purpose of this vegetation is to screen vistas of the completed project from motorists, walkers, and riders. Installation of this vegetative screen shall occur prior to grading. Maintenance and monitoring reports shall be prepared annually for a minimum of three years to ensure long-term completion of this mitigation measure.	Less Than Significant Project Impact	
	4.1-2	A landscape/revegetation plan shall be prepared by a registered landscape architect for review and approval by the County of Los Angeles Department of Regional Planning and California Department of Fish and Game (CDFG) prior to the issuance of the grading permit. The landscape/revegetation plan shall utilize indigenous plants and shall avoid invasive, non-native ornamentals to the maximum degree feasible.	Unavoidably Significant Cumulative Impact	
	4.1-3	<p>The applicant shall prepare a lighting plan that identifies the type, layout, and luminaire wattage. At a minimum, the plan shall conform to the requirements defined below. The County of Los Angeles Department of Regional Planning shall approve final lighting orientation and design.</p> <p>(1) Nuisance Prevention: All outdoor lighting fixtures shall be designed, located, installed, and aimed downward or towards structures—if the light is effectively contained by the structure and no glare is visible off site—to prevent glare, light trespass, and light pollution. No lights shall be directed towards nearby residences or open space.</p>		

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts VISUAL QUALITIES (continued)	Mitigation Measures	Residual Impact
4.1-3 (continued)	<p>(2) Lighting Levels: Outdoor lighting installations shall be designed to avoid harsh contrasts in lighting levels between the project site and the adjacent properties.</p> <ul style="list-style-type: none"> • The illumination provided by parking lot lighting shall average no more than 0.05 watts/square foot, which equates to a lighting power density consistent with parking lots in Lighting Zone 2. • The illumination provided by on-site roadway lighting shall average no more than 0.03 watts/square foot, which equates to a lighting power density consistent with a two-lane roadway in Lighting Zone 2. • The illumination provided by on-site walkway lighting shall average no more than 0.08 watts/square foot, which equates to a lighting power density consistent with walkways in Lighting Zone 2. <p>(3) Lamp Types: Metal halide of high-pressure sodium lamps should be used only in areas deemed as security risks. Low-wattage incandescent or compact fluorescent lamps should be used in all other portions of the campus.</p> <p>(4) Fixture Types: All outdoor lighting shall use cut-off luminaries with the light source downcast and fully shielded with no light emitted above the horizontal plane.</p> <p>(5) Accent Lighting: Architectural features may be illuminated by uplighting provided that the light is effectively contained by the structures, the lamps are low intensity used only to provide subtle lighting effects, and no glare or light trespass is produced.</p> <p>(6) Security lighting should be activated with motion sensors to the extent feasible.</p>	
4.1-4	Project structures shall utilize non-reflective glass to avoid glare intruding onto adjacent residential properties.	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts TRAFFIC AND ACCESS	Mitigation Measures	Residual Impact
<p>At maximum enrollment, the project would generate 2,638 daily trips, with 720 of these trips occurring during the morning peak hour, 508 trips occurring during the school P.M. peak hour, and an additional 79 trips occurring during the normal P.M. peak hour. This level of trip generation is expected to significantly impact three of the study intersections during one or more of the peak periods under consideration, prior to mitigation. With implementation of recommended mitigation measures, all project-related impacts will be reduced to less than significant levels. No significant impacts are anticipated to occur on any of the nearby neighborhood streets or to any of the Los Angeles County Congestion Management Program (CMP) monitoring intersections or freeway segments.</p> <p>Further, introduction of traffic generated by cumulative and related projects in the project vicinity will result in significant impacts at all five of the studied locations prior to mitigation. These significant cumulative impacts can be mitigated to less than significant levels through implementation of the project's recommended improvements, as well as the applicant's payment of a "fair share" contribution towards the cost of additional long-term intersection and freeway ramp improvements, some of which are already proposed by the City of Agoura Hills.</p>	<p>4.2-1 Canwood Street and Chesebro Road at Driver Avenue and Palo Comado Canyon Road – This unsignalized intersection currently meets the County's warrant for traffic signal installation, indicating that a traffic signal is necessary at this location to accommodate existing traffic volumes. Therefore, the project should contribute its fair share toward installation of a signal. However, the intersection is under the jurisdiction of the City of Agoura Hills. Should the City of Agoura Hills determine that a traffic signal is unacceptable, the following alternative "non-signalized" improvement is recommended.</p> <p>Improve the eastbound and westbound approaches of this intersection (Driver Avenue and Palo Comado Canyon Road, respectively) to install an exclusive left-turn lane, in addition to a shared through/right-turn lane, in both directions. Some minor roadway widening on both approaches within the existing rights-of-way will be required in order to implement this improvement. The intersection will remain four-way stop-sign controlled.</p> <p>To monitor the timing of implementation, the applicant shall prepare annual enrollment reports for submittal to the Los Angeles County Department of Public Works. This mitigation measure shall be implemented before enrollment reaches 660 private school students and 20 percent of the total preschool enrollment.</p> <p>4.2-2 Palo Comado Canyon Road at US 101 Westbound Ramps – Two alternative improvements are proposed for this location. Either of these recommended improvements shall be implemented prior to initial occupancy of the school will provide appropriate traffic control for the intersection and will accommodate the new project's Canwood Street access location as part of an expanded intersection configuration.</p> <p>(a) Roundabout – Reconstruct the intersection, including all approaches, to install a new traffic roundabout, more commonly known as a "traffic circle." As proposed, the recommended roundabout design would include an approximately 45- to 50-foot radius inner circle, with a single travel lane around the circle. The roundabout would control all approaches to this intersection, including both the northbound and southbound Palo Comado Canyon Road approaches, the westbound US 101 on/off ramps, and the Canwood Street approach. It is possible that some or all of these approaches would be "flared" to provide two storage lanes, and the minor approach from Canwood Street may also be "yield" sign controlled. The final design of the roundabout shall be reviewed and approved by Caltrans and the County Department of Public Works, and may require rights-of-way in excess of that currently available.</p>	<p>Less than Significant Project and Cumulative Impacts</p>

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts TRAFFIC AND ACCESS (continued)	Mitigation Measures	Residual Impact
	<p>4.2.2 (continued)</p> <p>(b) Traffic Signal – Reconfigure the intersection to include the Canwood Street approach as part of an overall intersection geometry, and install a new traffic signal at this intersection. Re-stripe the westbound Canwood Street approach to provide one shared left-turn/through lane and one exclusive right-turn lane. The southbound approach of Palo Comado Canyon Road should be re-striped to provide one left-turn lane (to Canwood Street), one through lane, and one right-turn only lane. Widen and re-stripe the westbound US 101 off ramp to provide an additional right-turn only lane, to accommodate the project traffic U-turn movement directly onto Canwood Street.</p> <p>The traffic signal will operate on a three-phase cycle, with the westbound approaches of the westbound US 101 off ramp and Canwood Street having separate phases. Special traffic signal heads will be installed to prevent confusion to drivers entering the intersection, and signal timing and phasing will be designed to prevent vehicles from becoming "trapped" within the intersection.</p> <p>The "roundabout" alternative was suggested by Caltrans during preliminary reviews of the initial traffic study. Caltrans has recently been exploring the roundabout interchange design, and has installed roundabouts at several freeway ramp/surface street intersections throughout the state. Although the original "traffic signal" mitigation proposal is acceptable to Caltrans, the characteristics of this intersection prompted Caltrans to request an analysis of a roundabout design.</p> <p>The ultimate decision regarding which of the two mitigation alternatives are actually installed at the Palo Comado and US 101 ramp/Canwood Street location rests with Caltrans. Although Canwood Street is within the City of Agoura Hills, Caltrans has jurisdiction of the intersection under access control provisions of its freeway agreement with the City. Preliminary discussions with Caltrans indicate that either the traffic signal or the roundabout designs for the intersection mitigation could be feasibly constructed within existing rights-of-way and fully address the project's impacts. However, it is Caltrans policy that no decision will be rendered until the project has been approved, and an encroachment permit to construct the proposed mitigation has been filed. At that time, Caltrans will conduct the necessary engineering studies to determine which of the two alternatives are selected. The roundabout alternative would not cause significant effects beyond those caused by the project as proposed.</p>	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts TRAFFIC AND ACCESS (continued)	Mitigation Measures	Residual Impact
4.2-3	<p><u>Chesebro Road and US 101 Eastbound Ramps at Dorothy Drive</u> – This unsignalized intersection currently meets the County's warrant for traffic signal installation, indicating that a traffic signal is necessary at this location to accommodate existing traffic volumes. Therefore, the project should contribute its fair share toward installation of a signal. However, if a traffic signal is found to unacceptable, the following alternative "non-signalized" improvement is recommended.</p> <p>Re-stripe the northbound approach of this intersection to provide one shared left-turn/through lane, and one shared through/right-turn lane. Re-stripe the US 101 on ramp to provide two receiving lanes. The right lane of the on ramp should be striped as a "drop lane," which merges with the left lane.</p> <p>To monitor the timing of implementation, the applicant shall prepare annual enrollment reports for submittal to the Los Angeles County Department of Public Works. This mitigation measure shall be implemented before enrollment reaches 80 percent of the proposed total (approximately 531 of the 660 private school students).</p> <p>In addition to the three mitigation measures discussed above, the following roadway improvement is recommended as part of project implementation, to enhance travel in the project vicinity:</p>	
4.2-4	<p><u>Palo Comado Canyon Road Improvements</u> – Prior to initial occupancy of the school, Palo Comado Canyon Road shall be improved along the west side to complete a 32-foot half roadway from Canwood Street/Chesebro Road to the westbound US 101 on ramp.</p>	
4.2-5	<p>At the time a fee district for roadway improvements is established within the North Area Plan, the project applicant shall contribute a "fair share" amount, as determined by the fee structure established for the district, to fund widening of the Chesebro Road overpass and reconfiguration of the Kanan Road interchange consistent with the proposed circulation improvements identified in the Santa Monica Mountains North Area Plan.</p>	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts TRAFFIC AND ACCESS (continued)	Mitigation Measures	Residual Impact
4.2-6	<p><u>Canwood Street and Chesebro Road at Driver Avenue and Palo Comado Canyon Road</u> - In addition to the traffic signal improvements described previously to address project-specific impacts, re-stripe the eastbound approach of this intersection (Driver Avenue) to install an exclusive left-turn lane, in addition to a shared through/right-turn lane, and restripe the southbound approach of the intersection (Chesebro Road) to provide an exclusive left-turn lane plus a shared through/right-turn lane. Some minor roadway widening within the existing right-of-way will be required in order to implement this improvement.</p> <p>However, if the traffic signal is not acceptable, the following "non-signalized" improvement is recommended. In addition to the installation of the eastbound left-turn lane to address project specific mitigation, further improve the eastbound approach of this intersection (Driver Avenue) to install an additional through lane, for a final approach configuration of one exclusive left-turn lane, one through lane and one shared through/right-turn lane. It is likely that additional rights-of-way will be needed in order to accommodate the roadway widening necessary to implement this cumulative improvement, and the project shall pay its fair share toward the cost of acquiring any necessary rights-of-way. The intersection would retain the existing four-way STOP sign control.</p>	
4.2-7	<p><u>Palo Comado Canyon Road at US 101 Westbound Ramps</u> - No additional improvements are necessary under the "roundabout" alternative improvement at this location, as the proposed measure will be adequate to reduce cumulative impacts at this intersection to less than significant levels. However, if the traffic signal improvement alternative is selected for implementation, an additional through lane should be installed for both the northbound and southbound approaches, in addition to a new northbound left-turn lane. The cumulative improvement will result in a final intersection configuration of one left-turn lane, one through lane, and one shared through/right-turn lane for northbound traffic, and one left-turn lane, two through lanes, and one right-turn lane for the southbound approach. This ultimate improvement would require the existing two-lane bridge crossing the US 101 to be widened to its full width. The project is required to contribute its fair share funding toward this improvement.</p>	
4.2-8	<p><u>Chesebro Road and US 101 Eastbound Ramps at Dorothy Drive</u> - No additional improvements beyond the recommended project-specific improvement measure are necessary to address cumulative impacts, whether the traffic signal or "non-signalized" improvement is selected.</p>	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts TRAFFIC AND ACCESS (continued)	Mitigation Measures	Residual Impact
4.2-9	<p>Chesebro Road and Palo Comado Canyon Road at Chesebro Road – Install a traffic signal at this location, which is forecast to meet warrants under future 2010 ambient growth conditions. However, if a traffic signal is not acceptable, re-stripe the intersection to provide one left-turn lane and one right-turn lane for the eastbound (Chesebro Road) approach. Re-stripe northbound Palo Comado Canyon Road to add an exclusive left-turn lane in addition to a single through lane. Re-stripe the westbound direction of Chesebro Road west of Palo Comado Canyon Road to provide two “receiving” lanes (one each for the new northbound left-turn lane and for the existing southbound right-turn lane from Palo Comado Canyon Road).</p>	
4.2-10	<p>Chesebro Road and Laura La Plante Drive at Agoura Road – Install a traffic signal at this location, which is forecast to meet warrants under future 2010 ambient growth conditions. If a traffic signal is not acceptable, re-stripe this intersection to provide a left-turn only lane and one shared through/right-turn only lane for the eastbound approach, one shared left-turn/through lane plus a right-turn lane on the westbound approach, and one left-turn lane and one shared through/right-turn lane for the southbound approach.</p>	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts		Mitigation Measures		Residual Impact
NOISE				
<p>Noise levels generated during the construction stages would be temporary (short term) and would primarily affect adjacent sensitive uses. The off-site uses that would be most sensitive to construction noise would be the residential units located to the west of the project site, along Chesebro Road. Absent mitigation, any locations within these areas with an uninterrupted line of sight to the construction noise sources could be exposed to temporary noise levels, which could exceed the County's Noise Ordinance standards for construction equipment. All construction activity must comply with County of Los Angeles Plans and Policies for noise control (Ordinance No. 11743).</p> <p>Operation of the proposed project would result in a net increase of 2,638 daily vehicle trips to the area. The addition of these vehicle trips on local roadways would increase noise levels along studied roadway segments by approximately 0.1 dB(A), which represents a negligible increase in ambient noise levels. With regard to point noise sources, noise generated by on-site activity, such as kids playing, school bells, and people talking, would be well below the requirements of the Los Angeles County Noise Ordinance. Consequently, project operation would not result in a significant point-source noise impact to adjacent land uses.</p> <p>School operation would also generate multiple point source noises, such as children yelling or school bells ringing, that combine with other non-project noises. The combined effect of such noise would be within the background noise levels monitored in the area and would not exceed the County Exterior Noise Standard. Last, mobile source noise created by traffic generated by cumulative development would result in a maximum increase of 0.3 dB(A), which represents a negligible increase in ambient noise levels that is not audible to the human ear.</p>	Construction Noise Impacts		Less Than Significant Project and Cumulative Impact	
	4.3-1	All construction activity occurring on the project site shall adhere to the requirements of the "County of Los Angeles Construction Equipment Noise Standards," County of Los Angeles Ordinance No. 11743, §12.08.440, as identified in Table 4.3-3.		
	4.3-2	All construction equipment, fixed or mobile, shall be in proper operating condition and fitted with factory standard silencing features, including the muffling and shielding of intakes and exhausts.		
	4.3-3	All construction truck traffic shall avoid residential areas and other sensitive receptors to the extent feasible.		
	4.3-4	Construction equipment shall be turned off when not in direct use.		
	4.3-5	Sound blankets shall be used on all construction equipment for which use of sound blankets is technically feasible.		
	4.3-6	Portable acoustical barriers shall be placed along the back property boundary of the adjacent residential uses during grading activity associated with Phase I and II of campus construction.		
	Operational Noise Impacts			
	4.3-7	All stationary and point sources of noise (e.g., bells amplified sound, etc.) occurring on the project site shall adhere to the requirements of the County of Los Angeles Ordinance No. 11743, §12.08.390, as identified in Table 4.3-2, County of Los Angeles Exterior Noise Standards for Stationary and Point Noise Sources.		
	4.3-8	No amplified sound shall be generated between the hours of 8:00 P.M. and 8:00 A.M. All school bells shall be oriented away from adjacent residential areas.		

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
HUMAN HEALTH		
The project site is located within approximately 0.75 mile of the Calabasas Landfill. The landfill contains a variety of design features that are intended to limit the potential environmental effects associated with operation of this facility, including surface water controls, groundwater protection mechanisms, and landfill gas collection systems. These systems have proven effective in limiting the risks to human health and the environment associated with operation of this facility. Due to the presence of these mechanisms and the distance of the project site from this facility, no significant human health risk is anticipated.	None Required.	Not Significant on Project or Cumulative Basis
BIOTA		
Implementation of the proposed project would directly impact 25 acres of the 73-acre property (about 34 percent). In order to minimize fire hazards, a Fire/Vegetation Management Plan has been prepared consistent with the County Code. Compliance with the requirements of the plan will result in additional disturbance to approximately 4.5 acres of natural areas. While project construction would not directly impact the individual special-status plant species found on site, there would be direct impacts to Valley needle grass grassland and coastal sage scrub, which are considered special-status plant communities.	<p>Construction Impacts</p> <p>4.5-1 As a means of special-status species protection, prior to any grading/construction activities, pre-grading surveys for the mariposa lily and morning glory shall be conducted by a qualified botanist. Pre construction reports shall be provided to the County of Los Angeles Department of Regional Planning. The loss of any such species would be mitigated through on-site enhancement as articulated below under Mitigation Measure 4.5-6.</p> <p>4.5-2 Prior to any grading/construction activities, the County shall install temporary fencing where site grading occurs adjacent to natural habitat to the north. Fencing shall be maintained and monitored by the applicant for the duration of the grading/construction period. Monthly reports shall be provided to the County of Los Angeles Department of Regional Planning.</p> <p>4.5-3 No earlier than 20 days prior to any grading activity that would occur during the breeding season, pre-construction/grading survey of the entire area proposed for grading/construction activities for any special-status bird species shall be conducted by a qualified biologist. If nests of special-status or other protected migratory bird species are observed, construction within 100 feet shall be postponed or halted, at the discretion of the biological monitor, until the nest site is vacated and juveniles have fledged, as determined by the biologist. Implementation of this measure would ensure that no loss of active nests of either species will occur and, therefore, will reduce impacts on nesting birds to a less than significant level. Pre-construction reports shall be provided to the County of Los Angeles Department of Regional Planning.</p>	<p>Less Than Significant Project Impact</p> <p>Unavoidably Significant Cumulative Impact</p>
Buildout of the North Area Plan would result in the incremental conversion of open space to a "built environment." The cumulative loss of open space would reduce land available to meet various ecological and life history requirements (i.e., food, shelter, nesting) and this loss is considered to be cumulatively significant.		

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
<p>In addition to the loss of some wildlife habitat, construction activity and operation of the proposed project could directly disturb wildlife on, and immediately adjacent to, the project site. Operation of the project will also create indirect impacts associated with increased human presence, light and glare, as well as stormwater runoff. Implementation of recommended mitigation measures would reduce the potential direct project-specific impacts on plant communities, special-status plants, common and special-status bird nests, and special-status animals to a less than significant level. Indirect impacts on biological resources resulting from increased human presence, increased populations of non-native plants, increased light and glare, increased contaminant, sediment, and nutrient levels within natural water courses, and project construction activities would also be reduced to a less than significant level. Finally, the project design preserves the primary ridgelines separating the property from open land to the north and east, which serve as the primary wildlife movement corridor through the area.</p>	<p>Construction Impacts</p> <p>4.5-4 Bird nests which are state and federally protected will not be disturbed during and following construction activities. The nesting/breeding season of native bird species potentially nesting on the site is typically February through August. In order to determine if active nests of bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone, the applicant shall have weekly field surveys conducted by a qualified biologist between 45 to 20 days (only) prior to construction activities. If active nests are found, a minimum 300-foot (this distance may be greater depending on the bird species and construction activity, as determined by the biologist) fence barrier shall be erected around the nest site and clearing and construction within the fenced area shall be postponed or halted, at the discretion of the biological monitor, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. In addition, fuel modification activities, including vegetation removal and pruning, will not be conducted during the nesting season (February through August).</p> <p>4.5-5 Construction personnel shall be instructed on the sensitivity of the area. The project applicant or qualified biologist will record the results of the recommended protective measures described in order to document compliance.</p>	Less Than Significant Project Impact

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)	<p>Special Status Plant Communities</p> <p>4.5-6 A revegetation and maintenance plan shall be developed prior to the issuance of a grading permit by a qualified habitat restoration specialist acceptable to the Director of Planning, to be retained by the applicant, that describes the specific actions, tasks, and methodologies to address the revegetation, enhancement, and maintenance of revegetated or restored habitat areas. The plan would specify, at a minimum, the following: (1) the location of revegetation and enhancement areas; (2) the quantity and species of plants to be planted as well as those to be removed; (3) planting procedures, including the use of soil preparation and irrigation; (4) a schedule and action plan to maintain and monitor the plantings for a minimum five-year period; and (5) a list of criteria (e.g., growth, native plant cover, survivorship) by which to measure success of the plantings, as well as contingency measures if the plantings are not successful. This plan shall be approved by the County Department of Regional Planning (DRP) and appropriate resource agencies. At a minimum, the plan will provide for the following replacement ratios and monitoring requirements:</p> <ul style="list-style-type: none"> • The direct loss of Valley needlegrass grassland community shall be replaced at a 2:1 ratio by revegetating land that currently supports non-native grassland vegetation. The mitigation area will be located on site or at an alternative site approved by the CDFG and the DRP. Because of the disturbed nature of the on-site, non-native, grassland community and because it does not support Rare, Threatened, or Endangered species, the replacement of portions of this non-native grassland community with a native grassland community will not result in additional significant impacts. • The direct loss of Venturan coastal sage scrub vegetation shall be replaced at a 1:1 ratio by enhancing remaining on-site disturbed or degraded Venturan coastal sage scrub. 	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	<p>4.5-6 (continued)</p> <ul style="list-style-type: none"> • CDFG, the County of Los Angeles, and the selected biological monitor shall approve a monitoring plan. At a minimum, the plan shall include quarterly monitoring by a qualified biologist for the first three years, and on an annual basis for two following years. During each monitoring visit, hand removal of non-native vegetation will be conducted. Approved success criteria shall be based on an overall percentage of vegetation cover and percentage of non-native plant species consistent with on-site high quality coastal sage scrub habitat. <p>The proposed project preserves approximately 45 acres of natural open space, which consists of approximately 1.59 acre of Valley needlegrass grassland, 31.42 acres of non-native grassland, 11.79 acres of Venturan coastal sage scrub, and 0.5 acres of riparian herb/scrub. Adequate acreage exists on the project site for mitigating impacts to these communities at the listed ratios.</p> <p>The revegetation shall occur in suitable locations on the site for each of the communities, as approved by CDFG, DRP, and a qualified restoration biologist. Native plant species similar to those being removed from each of the respective habitats would serve as a basis for the vegetation replacement. In addition, other indigenous species known from the immediate region and that occur within the revegetated habitats may be utilized to increase species diversity. Enhancement of selected areas shall, in addition to revegetation, include the removal of non-native vegetation that competes with native plant species. A conceptual revegetation plan is illustrated in Figure 4.5-4.</p>	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	Jurisdictional Resources	
4.5-7	<p>The following measures will be required in order to comply with local, state, and federal regulations regarding impacts to U.S. Army Corps of Engineers (ACOE), CDFG, Natural Resources Conservation Service (NRCS), and Regional Water Quality Control Board (RWQCB) jurisdictional areas:</p> <p>(a) If determined practicable following review of the project plans by the Los Angeles County Fire Department, fuel modification zones shall not be closer than 75 feet to existing jurisdictional drainages.</p> <p>(b) Permitting, as required by ACOE and RWQCB, shall be executed pursuant to Section 404 of the Federal Clean Water Act, for all impacts to "waters of the U.S." All conditions of the permits and certifications from these agencies that are designed to minimize impacts to biological resources and all measures to mitigate for the loss of jurisdictional habitats shall be implemented. Prior to permitting, representatives of the ACOE must conduct a field verification, and subsequent certification, of the biological conditions, functions, (i.e., intermittent or ephemeral water flow) and extent of jurisdictional resources on the site.</p> <p>(c) If necessary, a Streambed Alteration Agreement shall be executed with CDFG under provisions of Section 1603 of the California Fish and Game Code. All conditions of that agreement designed to minimize impacts to biological resources, and all measures to mitigate for the loss of jurisdictional habitats, shall be implemented.</p>	
4.5-8	<p>In order to protect the native plant communities that are located within the natural open space areas of the site, the plants listed in Table 4.5-5 will not be planted. In addition, the landscaped areas and the fuel modification zones shall utilize locally-indigenous plants to the greatest extent feasible. The landscaping plans for the project shall be reviewed by a qualified botanist and DRP, for approval prior to grading permit, who shall recommend appropriate provisions to prevent other invasive plant species from colonizing remaining natural areas.</p>	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)	<p>4.5-9 The applicant will obtain a County-approved biological monitor to coordinate and periodically monitor construction activity to ensure that incidental construction impacts on biological resources are avoided or minimized. The monitor will be given authorization to stop specific construction activities if violations of mitigation measures or any local, state, or federal laws are suspected. Responsibilities of the monitor include</p> <ul style="list-style-type: none"> Review/stake the construction limits in the field with the contractor and the County inspector in accordance with the final approved grading plan. The limits shall clearly delineate the location of Catalina mariposa lilies, California black walnuts, Valley oak trees, jurisdictional drainages, and the preserved natural open space areas on site. Prepare an instruction sheet for all equipment operators who will work on the site. The instruction sheet shall include information that will be stated in the CDFG Streambed Alteration Agreement, including, but not limited to, nesting bird information, protection of the preserved jurisdictional areas from litter, contaminants, and debris. Each operator will be required to sign an acknowledgment that they are aware of these conditions and that their violation of such conditions may result in their termination of work on the site and financial responsibility for correction of damage. The biological inspector shall conduct meetings with the contractor and other key construction personnel to describe the importance of restricting work to within the grading limit and outside of the preserved areas and to emphasize the sensitivity of nesting birds. The inspector should also discuss staging/storage areas for construction equipment and materials. The biological inspector shall investigate all on-site storage areas to minimize impacts to biological resources. Construction access, parking, and storage of equipment and materials shall not occur within 25 feet of the dripline of any California black walnut or Valley oak trees. 	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	4.5-10 The construction contractor will ensure that temporary chain-link fencing is installed at the limit of grading near sensitive resources identified by the biological monitor. The fencing will remain in place until grading and excavation work is complete and will be removed under the direction of the biological inspector. Prior to fence installation, the fencing contractor will be instructed to avoid driving on, or immediately adjacent to, sensitive biological resources, including remaining trees, remaining jurisdictional resources, and remaining natural habitats.	
	4.5-11 Where necessary, erosion control measures shall be constructed on the slopes below grading areas to prevent erosion and deposition of materials into areas with remaining California black walnut or Valley oak trees during grading and construction activities. These erosion control measures will also prevent silts from entering drainages.	
GEOTECHNICAL AND SOIL RESOURCES		
The proposed Heschel School West project would involve development in portions of the site subject to expansive soils, differential settlement, and landslides. In addition, the site would be subject to hazards associated with seismic activity in the region. Development in areas of geologic instability on the site would result in significant impacts because it would expose people and structures to geologic hazards. However, implementation of mitigation measures would reduce these geologic impacts to below the level of significance, and no unavoidable significant impacts would occur.	A total of 15 separate mitigation measures are provided in this Draft EIR which address potential seismic hazards, including secondary hazards, such as liquefaction and settlement, as well as hazards unique to this site. Mitigation is provided to address foundation design/construction, seismic considerations, site preparation, and subsurface excavation. Please refer to Section 4.6, Geotechnical Hazards , for a complete listing of the geotechnical mitigation measures.	Less Than Significant Project and Cumulative Impacts
Geotechnical and soil resources are site-specific conditions that are not cumulative in nature. All development is subject to the requirements of the Uniform Building Code that are designed to address seismic and other geologic conditions.		

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
FIRE PROTECTION The entire project site is located in an area that has been designated as Fire Zone 4 (Very High Fire Hazard Severity Zone) by the County of Los Angeles Fire Department. This zone has the highest fire hazard potential. A comprehensive Fire/Vegetation Management Plan has been prepared to address the hazards associated with this condition. The plan identifies a specific palette of plant types and methods for irrigation and maintenance to minimize the effects of a high-intensity fire fueled by fire prone exotic grasses and scrub. Implementation of the comprehensive Fire/Vegetation Management Plan removes the threat of catastrophic wildfire from the Heschel West School site and provides a buffer for existing residential development located to the west. The school has been designed for the concept of "shelter in place" during a fire. This requires that the site meet or exceed all state and local wildfire regulations coupled with an aggressive training and monitoring program. Sheltering in place will allow students to remain on site, in the classroom, or other designated areas as a wildfire burns around the site. The project would also be required to meet County codes and requirements relative to ensuring adequate fire protection on the site during both the construction and operational stages of the project. As a result, the project would neither diminish the staffing or the response times of existing fire stations in Agoura Hills, nor would it create a special fire protection requirement on the site that would result in a decline in existing services levels. Based on the above, the project would not have a significant impact on fire protection services.	Mitigation Measures Required by Los Angeles County Fire Department 4.7-1 Concurrent with the issuance of building permits, the applicant shall pay the Los Angeles County Fire Department Developer Fee in effect at that time. 4.7-2 The site plan for the proposed project shall provide sufficient capacity for fire flows of 5,000 gallons per minute at 20 per square inch residual pressure for a five-hour duration for educational units and uses with a floor plan in excess of 35,000 square feet, or such other fire flow required by the County Fire Department. 4.7-3 Prior to framing, access shall be provided to comply with Section 902 of the Fire Code, which requires all weather access. 4.7-4 Vehicular access to all required fire hydrants must be provided and maintained serviceable throughout construction. 4.7-5 Prior to issuance of occupancy permits, the development shall comply with County Building and Safety Code and Fire Code requirements associated with the provision of adequate site vehicular access (County Fire Code 10.207) and fire prevention and suppression. 4.7-6 Prior to issuance of building permits, the project shall satisfy all conditions of approval for vehicular and Fire Department access. 4.7-7 The applicant shall install Fire Department-approved street signs and building numbers prior to issuance of occupancy permits. 4.7-8 The Fire/Vegetation Management Plan prepared for the project shall be reviewed and approved by the Fire Department and Department of Regional Planning prior to issuance of building permits.	Less Than Significant

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
<p>AIR QUALITY</p> <p>Implementation of the project would generate both construction-related and operation-related pollutant emissions. Construction-related emissions would be generated by on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use. Operation-related emissions would be generated by on-site and off-site stationary sources and by mobile sources. Construction activity would generate emissions that exceed thresholds of significance after implementation of all feasible mitigation. Operation of the proposed school would not generate a volume of air emissions that exceed the thresholds of significance.</p>	<p>4.8-1 Develop and implement a construction management plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:</p> <ul style="list-style-type: none"> (a) Configure construction parking to minimize traffic interference. (b) Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person). (c) Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable. (d) Re-route construction trucks away from congested streets. (e) Consolidate truck deliveries when possible. (f) Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. (g) Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions. (h) Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at 800/242-4022 for daily forecasts. (i) Use electricity from power poles rather than temporary diesel- or gasoline-powered generators. (j) Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices. (k) Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices. 	<p>Less Than Significant Project and Cumulative Impact</p>

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)	<p>4.8-2 Develop and implement a dust control plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:</p> <ul style="list-style-type: none"> (a) Apply approved non-toxic chemical soil stabilizers according to manufacturers' specification or other measures agreed to by the City to all inactive construction areas (previously graded areas inactive for four days or more). (b) Replace ground cover in disturbed areas as quickly as possible. (c) Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, dirt) according to manufacturers' specifications. (d) Water active grading sites at least twice daily. (e) Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour. (f) Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded, if necessary. (g) All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code. (h) Sweep streets at the end of the day if visible soil material is carried over to adjacent roads (recommend water sweepers using reclaimed water if readily available). (i) Install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off trucks and any equipment leaving the site each trip. (j) Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. 	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)		
	4.8-2 (continued)	
	(k) Enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.	
	(l) Pave construction roads when the specific roadway path would be utilized for 120 days or more.	
	4.8-3 Painting contractors shall utilize low reactive organic compound (ROC)-content paints and solvents. The following SCAQMD website lists manufacturers who supply interior and exterior low or zero ROC paints: http://www.aqmd.Gov/business/brochures/zerovoc.htm .	

Table ES-1
Summary Table of Project Impacts and Mitigation Measures (continued)

Project Impacts		Mitigation Measures	Residual Impact
HYDROLOGY AND WATER QUALITY			
<p>The northernmost tip of the subject site is within the 100-year floodplain for Chesebro Creek, but no development is proposed in that location. Buildout of the project would increase the amount of impervious surfaces, thereby increasing storm water runoff volume and the rate of runoff leaving the property over existing conditions. The applicant has prepared a drainage concept that identifies the methods of capturing and controlling runoff during a design year storm event. The proposed drainage system is able to contain a design year storm event without causing flooding either on or off site. In fact, the project would have a beneficial impact on adjacent residences located along Chesebro Road because the land area tributary to the rear of these homes will be reduced in the developed condition. Given that none of the proposed uses are within a 100-year flood hazard zone, and no downstream flooding is anticipated as a result of project buildout, no significant impact is anticipated.</p> <p>With regards to water quality, construction and operation of the proposed school are subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) program. Use of Best Management Practices, as outlined in the Storm Water Pollution Prevention Plan and Standard Urban Storm Water Mitigation Plan, will reduce project-related water quality impacts to below a level considered significant.</p>	4.9-1	Final drainage plans shall be prepared to ensure that no significant flooding would occur during or after site development. These plans shall be prepared to the satisfaction of the City of the Los Angeles County Department of Public Works.	Less Than Significant
	4.9-2	Final grading plans shall be prepared to ensure that no significant erosion or sedimentation would occur during or after site development. These plans shall be prepared to the satisfaction of the Los Angeles County Department of Public Works.	
	4.9-3	The applicant shall satisfy all applicable requirements of the NPDES program in effect at the time of project construction to the satisfaction of the Los Angeles County Department of Public Works. These requirements include preparation of a Standard Urban Storm Water Mitigation Plan containing structural treatment and source control measures appropriate and applicable to the project.	

HESCHEL-WEST SCHOOL Case No. 98-062
CONSTRUCTION PHASING MATRIX

<u>DEVELOPMENT PHASE</u>	<u>BUILDINGS CONSTRUCTED & MODULAR UNITS REMOVED</u>
PHASE I (Maximum of 390 students)	Placement of 12 modular units; grading of 125K cu. yds. for Phase I pad; construction of permanent main & emergency access roadways; main parking lot; a portion of the permanent multipurpose room (+/- 4K sq. ft.) building A; plus appurtenant facilities [Figure 2.0-5].
PHASE II (within five (5) years) (Maximum of 750 students)	Completion of grading for planned campus, an additional 48K cu. yds.; construction of buildings C & D, the elementary school. [Figure 2.0-2] The removal of 3 modular units (I, II & III) [Figure 2.0-7].
PHASE III (within 8 years)	Construction of buildings G & H [Figure 2.0-2], the middle school. The removal of 3 modular units (VII, VIII & IX) [Figure 2.0-8].
PHASE IV (within 10 years)	Construction of building I, the preschool [Figure 2.0-2]. The removal of 2 modular units (IV & VI) [Figure 2.0-9].
PHASES V & VI (within 12 years)	Construction of primary support buildings (Multipurpose room, cafeteria, gymnasium & sanctuary) buildings A, B, E & F [Figure 2.0-2].

Note: Figures refer to RDEIR exhibits.

Ex. A

HESCHEL-WEST SCHOOL Case No. 98-062
TRAFFIC MITIGATION/PROJECT PHASING MATRIX

<u>DEVELOPMENT PHASE</u>	<u>COMPLETED TRAFFIC IMPROVEMENTS</u>
PRIOR TO SCHOOL OPERATION (Maximum enrollment Phase I – 390 students)	
	1) Install intersection improvements at main entrance to Site -- Canwood/Palo Comado/101 north freeway ramps (signalization or traffic circle). 2) Complete 32-foot half roadway along Palo Comado between north 101 ramps & the four way stop intersection.
PRIOR TO PHASE II-ALL TRAFFIC MITIGATION COMPLETE (Maximum enrollment Phase II – 750 students)	
	1) Re-stripe intersection for 2 NB lanes at 101 South Bound Ramps/ Dorothy Drive/Chesebro, or pay fair share to install traffic signal. 2) Improve EB approach with left-turn lane at Driver/Canwood/ Chesebro/Palo Comado intersection, or pay fair share to install traffic signal; pay fair share toward cumulative improvements to EB and SB approaches. 3) Pay fair share for traffic signal at Palo Comado & Chesebro Road (south of 101 Fwy.), or for restriping improvements, to address cumulative mitigation. 4) Pay fair share toward a signal or ultimate lane configuration for cumulative mitigation of Agoura Road/Chesebro/La Plante Drive intersection. 5) Pay pro-rata share of the cost to widen Palo Comado bridge across the 101 Fwy.

Note: Fair share contributions shall be determined by the County in consultation with the City.

Ex. B



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

August 30, 2005

File No. 31R-106.10

Mr. Kim Szalay
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Szalay:

Calabasas Landfill Risk Assessment and Environmental Controls

Per your request, the County Sanitation Districts of Los Angeles County (Districts), operators of the Calabasas Landfill (Landfill), are providing information regarding the ongoing risk assessment for a study area just west of the Landfill; information about the environmental control systems, specifically the subsurface barrier system, and how it controls the potential release of contaminants; and a statement on how the risk assessment and environmental controls may impact the proposed Heschel West School development, located about 0.75 miles from the Landfill.

As a condition of the Special Use Permit (SUP) issued by the National Park Service (NPS), the Districts are required to complete a Risk Assessment for lands west of the Landfill, including portions of Cheeseboro and Liberty Canyons. The study area is identified on Exhibit 1. Per the requirements of the SUP, the risk assessment is to evaluate potential risks to both human and ecological receptors from groundwater contamination, including contamination that may volatilize to the soil and/or air. The NPS is overseeing this study and approved the work plan before the project began. The Districts hired a consultant, Versar Inc., to complete the project.

The preliminary findings from the risk assessment indicate there are no risks to human health or the environment in the designated study area. The risk assessment identified only two complete exposure pathways, one for human receptors and the other for burrowing mammals. The exposure pathway identified for both receptors was inhalation of volatile organic compounds (VOCs). The pathway consisted of contaminants found in groundwater volatilizing to soil gas that could escape to animal burrows or to the atmosphere where it could be inhaled by the receptors. The final summary report for this project is expected to be complete in early September 2005. The Districts will provide a copy of this report to you as soon as it becomes available.

With respect to environmental controls related to groundwater, the Districts have installed a series of six subsurface barriers systems at the Landfill. The subsurface barrier systems consist of three components: a subsurface "wall" made from a cement-bentonite mixture keyed a minimum five feet into bedrock, which acts as a dam to groundwater flow; extraction wells upgradient of the wall, to remove groundwater impounded behind the wall; and monitoring wells downgradient of the wall, to determine water quality and effectiveness of the barrier.

Three of the six subsurface barriers, namely, Barriers 3, 4, and 5 are located along the western boundary of the Landfill. Their locations are shown on Exhibit 1. These barrier systems were installed in 1985. The monitoring wells located downgradient of the barriers are used to determine if the Landfill has impacted groundwater quality. Of the three barriers along the western boundary, the only impacts found have been downgradient Barrier 5. These impacts consisted of low levels of VOCs in the groundwater.

Under the supervision of the Regional Water Quality Control Board, the Districts initiated an Evaluation Monitoring Program (EMP) in 1999, followed by a Corrective Action Program (CAP).

As part of the EMP, eight additional monitoring wells were installed downgradient of Barrier 5 to detect potential landfill impact. Wells were placed where groundwater flow was anticipated. As a general rule, groundwater flow will mimic surface topography. In 2000, a hydrogeologic study confirmed that groundwater flow mimicked surface topography downgradient of Barrier 5. The results of the EMP indicated the presence of trace levels of VOCs in a well 2,100 feet downgradient of Barrier 5.

The hydrogeologic study indicated that four of the eight EMP wells are located along the groundwater flow line. As part of the ongoing CAP, these four wells, plus a pre-EMP well, are monitored quarterly. These five wells, named M20S, P64S, P67S, P68S, and P69S are shown on Exhibit 1 and are located approximately 400-, 1,000-, 1,700-, 2,100- and 2,800-feet, respectively, downgradient of Barrier 5.

Results of the CAP indicate that the point of detection of VOCs downgradient of Barrier 5 has actually moved toward the Landfill over time. During the most recent monitoring, conducted in the second quarter of 2005, the furthest VOC detection occurred at P64S which would indicate a landfill impact at somewhere between 1,000- and 1,700-feet. As part of the CAP, a trend analysis is performed for concentrations at the CAP wells. All VOCs have shown a statistically significant decreasing or neutral trend in concentrations downgradient of Barrier 5 since the start of the CAP. These trends, and the evidence that affected groundwater is occurring at closer distances, indicate natural attenuation of VOCs is occurring. In addition, the Districts continually evaluate the environmental control systems, to ensure they are operating efficiently. In an effort to improve this attenuation phenomenon, deep extraction wells were installed upgradient of Barrier 5 in 2004 to increase the amount of water removed.

Surface water in the area, namely, Cheeseboro Creek is also sampled and tested for VOCs. Sampling of surface water from Cheeseboro Creek and samples of sediments from Cheeseboro Creek have shown no impact from the Landfill.

With respect to the proposed school location, it is extremely unlikely that landfill impacted groundwater could reach the proposed school site. Both the risk assessment and our groundwater-monitoring program indicate that there are no health impacts expected in the risk assessment study area due to the Landfill. Since the proposed school location is further from the Landfill than the risk assessment study area, it can be concluded that no health impacts would be expected at the school.

As indicated earlier, groundwater flow generally mimics surface topography. Groundwater originating near the Landfill would likely flow along Cheeseboro Creek and may traverse the northern edge of the school property. This would still be a few hundred feet from the proposed school structures and almost 5,000 feet downgradient from Barrier 5. Ongoing monitoring indicates that the Landfill impact to groundwater extends less than 1,700 feet from Barrier 5.

If you have any questions regarding this matter, please contact Joe Houghton at (562) 699-7411, extension 2409.

Very truly yours,

James F. Stahl

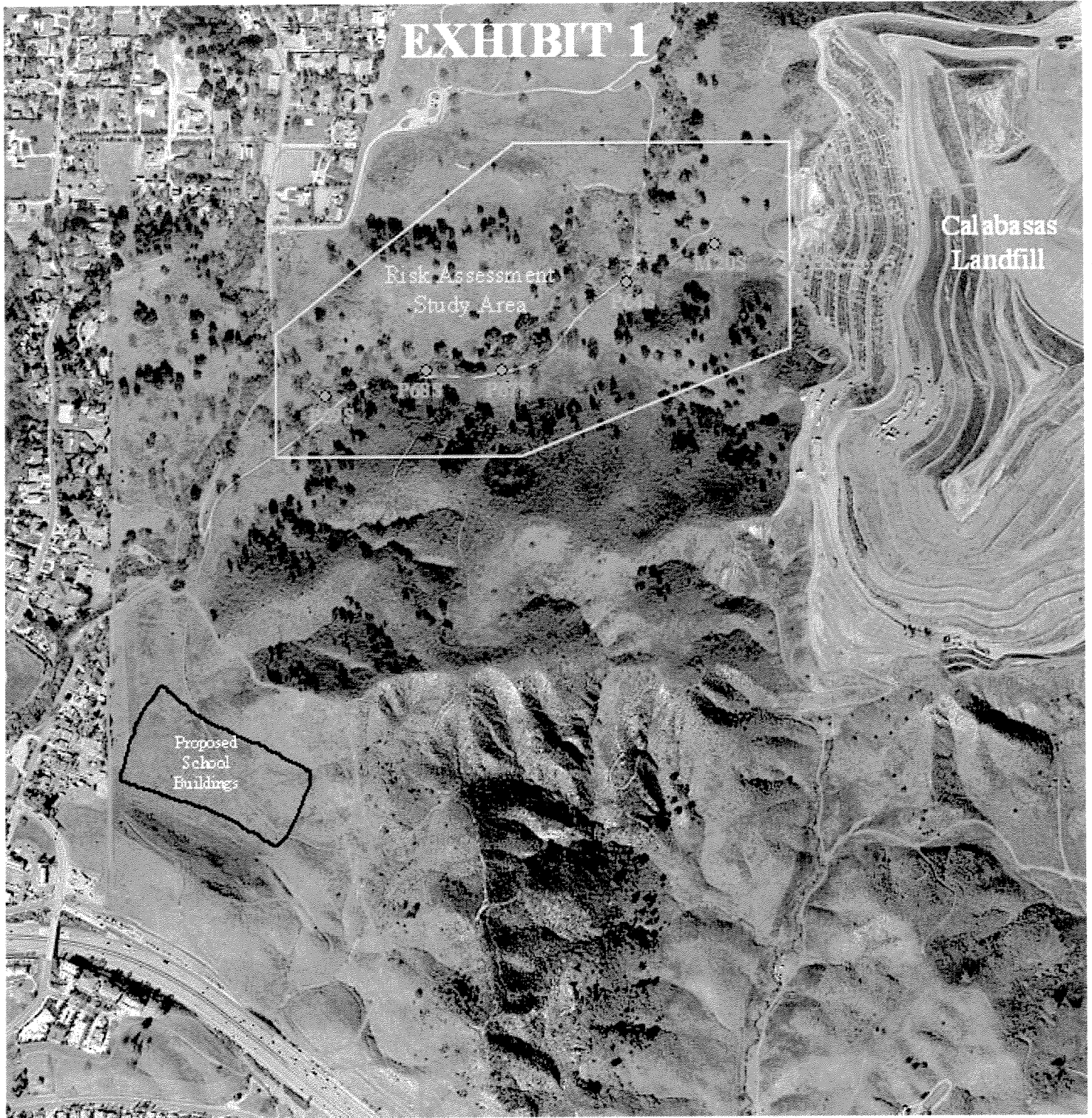


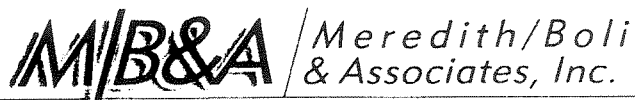
John Kilgore
Supervising Engineer
Planning Section

JK:JH:ld

Attachment

EXHIBIT 1





Scientific, Environmental Engineering, and Regulatory Consultants

9841 Airport Boulevard, Suite 1010
Los Angeles, CA 90045-5409

telephone: 310.670.9221

fax: 310.670.9512

web: www.meredithboli.com

M/B&A Project No. MB-2001-18

**UPDATED
PHASE I ENVIRONMENTAL
SITE ASSESSMENT**

**Proposed Heschel West School Site
Parcel No. 2052-009-012
Agoura, California**

Submitted to:

Mr. Gary Coleman
MELLON 1st BUSINESS BANK
15821 Ventura Boulevard
Encino, California 91436

Prepared by:

MEREDITH/BOLI & ASSOCIATES, INC.
9841 Airport Boulevard, Suite 1010
Los Angeles, California 90045

Submitted on:

30 March 2001

Prepared by:

William C. Hass, Senior Engineer
P.E. No. C33772



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EXECUTIVE SUMMARY

This Executive Summary has been prepared to focus a reviewer's attention on crucial site-specific and related information that is contained elsewhere in this document. However, this report must be read in its entirety to understand fully the scope and findings of this updated Phase I Environmental Site Assessment (ESA). Conclusions and recommendations are presented at the end of the Executive Summary.

Scope of Work

Meredith/Boli & Associates (M/B&A) was retained by representatives of the Heschel West School to update an ESA also conducted by M/B&A in October 1997 of a property identified as Parcel No. 2052-009-012 in Agoura, Los Angeles County, California (hereinafter the "site"). The updated ESA was performed in general accordance with the ASTM's Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (E 1527-00).

Site Location/Description

The approximately 70-acre site was reinspected by M/B&A on 27 March 2001. It is located in an unincorporated area of Los Angeles County. At the time of M/B&A's reinspection, the site was vacant and undeveloped. The site is bounded by State lands on the north, northeast, and east; the Ventura Freeway (Hwy 101) on the south; vacant land on the southwest; and residences and stables on the west and northwest.

Based on M/B&A's records review and evaluation of historical aerial photographs that spanned the period from 1953 to 1997, it appears that the site was vacant, undeveloped land from at least 1953. Agricultural activities were not evident at the site or in the surrounding area.

Hazardous Materials/Wastes

Hazardous materials and/or wastes were not observed at the site on 27 March 2001. No evidence regarding the historical use and/or storage of hazardous materials at the site was found by M/B&A during the conduct of this ESA. Underground fuel or chemical storage tanks are not known to be present at the site. No drums, discolored surfaces, distressed vegetation, or ponded liquid was evident.

Polychlorinated Biphenyls (PCBs)

Electrical equipment that could contain PCBs was not present at the site.

Asbestos Containing Material (ACM)

No asbestos containing material (ACM) was observed at the site during M/B&A's 27 March 2001 site inspection.

Known or Suspected Nearby Contamination

Two nearby facilities were identified on various agency lists at which "hazardous materials" were present or had been released. The facilities (i.e., Texaco Service Station and Chevron Station 9-9693) were located approximately 0.05 and 0.1 miles, respectively, from the site. Petroleum releases to soil were reported at the Chevron property; soil and groundwater contamination was reported at the Texaco property. The Los Angeles Regional Water Quality Control

Board (RWQCB) issued a letter of "No Further Action (NFA)" for the Texaco facility. Based on the reported groundwater gradient (i.e., west/northwest), it is unlikely that the site has been impacted due to hazardous substances releases that have occurred at either of these two properties.

The Calabasas Landfill is located roughly 0.6 mile east from the site. Based on a Special Use Permit Environmental Assessment prepared in 1997, the US Department of Interior, National Park Service, concluded that present operations at the landfill pose no adverse impacts to air quality, water resources, wildlife, soils, population, noise, visual resources, and land use. A groundwater corrective action program (CAP) has been implemented at the landfill pursuant to a State Regional Water Quality Control Board Order issued in 1997. The nature and extent of the landfill's effect upgradient from the site has been well characterized by monitoring results. Based on these results, contamination has been detected in groundwater outside the boundaries of the landfill, but appears to be limited in its extent and is being naturally attenuated. In accordance with the CAP, the landfill operator will continue to operate existing groundwater control systems (i.e., groundwater extraction wells) and to monitor groundwater to protect water quality. It is unlikely that groundwater underlying the site has been impacted as a result of operations at the landfill.

Conclusions and Recommendations

M/B&A has performed this updated ESA in conformance with the scope and limitations of ASTM E 1527-00 for Parcel No. 2052-009-012 in Agoura, an unincorporated area of Los Angeles County. Any exceptions to, or deletions from, this practice are described in Section 11.0 of this report. This assessment has revealed no evidence of adverse environmental conditions related solely to hazardous substances in connection with the subject site.

1.0 INTRODUCTION

Meredith/Boli & Associates (M/B&A) was retained by representatives of Heschel West School to update a Phase I Environmental Site Assessment (ESA) also conducted by M/B&A in October 1997 for a property identified as Parcel No. 2052-009-012 in Agoura, an unincorporated area of Los Angeles County, California (hereinafter the "site"). The updated ESA was performed in general accordance with the ASTM's Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process (E 1527-00), published July 2000.

The goal of M/B&A's updated assessment was to determine if environmentally sensitive uses had occurred at the site since the original Phase I ESA was completed in October 1997. During the conduct of this assessment, M/B&A contacted regulatory agencies and researched sources of historical information. A reevaluation of historical aerial photographs was not performed. A reinspection of the site was conducted on 27 March 2001. The sampling and analysis of soil, liquid, or material of any kind was not included in the scope of this assessment. Likewise, a chain-of-title search was not included in this study.

2.0 SITE DESCRIPTION/INSPECTION

The approximately 70-acre site is located in Section 31, Township 1 North, Range 18 West, in Agoura, an unincorporated area of Los Angeles County, California (see Figure 1 in Appendix A hereto). The site is more specifically depicted as Parcel No. 12 on page 9 of the Los Angeles County Assessor's Mapbook Number 2052. The site also can be found on the Calabasas Quadrangle (USGS 1951; revised 1969) at approximate West Longitude 118° 44' and approximate North Latitude 34° 9'.

The site was reinspected by Mr. William C. Hass, P.E., M/B&A's Senior Engineer on 27 March 2001. Photographs documenting site conditions at the time of the inspection are provided in Appendix B hereto.

At the time of M/B&A's reinspection, the site remained vacant and undeveloped land. Native vegetation and scrub oaks covered a majority of the site; the northwestern part of the site had been cleared and was planted in grass. No signs of debris or dumping were observed. No discolored soil or distressed vegetation was noted at the site. Likewise, pits or ponds, vent pipes, fill pipes, access ways, or other signatures indicating the presence of underground storage tanks (USTs) were not observed. No evidence of septic tanks, leach fields, or dry wells were noted on the property. No storage of drums or pools of standing water or liquids were evident during the site inspection. Transformers were not observed at the site. In addition, high power transmission lines were not present at or near the site.

3.0 NEARBY LAND USES

The site generally is bordered on the south by the Ventura Freeway (Hwy 101); on the southwest by a vacant, undeveloped parcel; on the west by horse stables and homes; on the north by Chesebro Road; and on the northeast and east by vacant land. A Texaco Service Station is present southwest across the vacant parcel. Vacant and residential land are situated west and northwest across Chesebor Road. Commercial buildings are situated south and southwest across the Ventura Freeway.

M/B&A performed a drive-by inspection of the surrounding area to identify businesses that may handle significant quantities of hazardous substances based solely on external signs; two such properties were identified. The locations of these facilities are demarcated on Figure 1 herein or on the VISTA map in Appendix C hereto. Information pertaining these facilities was obtained from the Los Angeles County Department of Public Works (LADPW) and the Los Angeles Regional Water Quality Control Board (RWQCB). Readily available information is summarized in Table 1 herein.

TABLE 1

Local Agency Information Concerning
Contiguous/Adjacent Properties

Name/Address	Approximate Proximity/ Direction from Site	File Review Highlights of the LADPW and RWQCB
Texaco Service Station 5226 North Palo Comado Canyon Road	0.05 mile southwest	Refer to Section 4.0 for file review summary.
Chevron Service Station 5221 North Palo Comado Canyon Road	0.10 mile west	Refer to Section 4.0 for file review summary.

4.0 RECORDS SEARCHES

A search of available Federal, State, and local environmental database records for the site and nearby properties was requested from VISTA Information Solutions, Inc. (VISTA) on 20 March 2001. In general, the databases include sites that generate, store, treat, or dispose of hazardous substances, as well as where hazardous substance releases have contaminated soil and/or groundwater. Sites of particular interest include those with historical or active USTs, especially in instances where the USTs have leaked. The VISTA report meets the government records search requirements of ASTM E 1527-00; search distances were in accordance with this standard.

The site was not listed in any of the databases searched by VISTA. Facilities that were identified within prescribed distances from the site are listed below. The locations of the site and these identified facilities are included on Figure 1 herein and/or on the regional map included in the VISTA report, which is reproduced in Appendix C hereto.

The United States Environmental Protection Agency's (USEPA's) "National Priorities List (NPL)," dated December 2000, was reviewed to ascertain if known hazardous waste sites that are targeted for cleanup under Superfund are located within a 1.0-mile radius from the site. None was reported.

The California Environmental Protection Agency (Cal EPA), Department of Toxic Substances Control's (DTSC's) Calsites database of Annual Work plan (AWP) sites, dated October 2000, was reviewed to ascertain if known contaminated properties, which are designated by the State for remediation and/or have a Preliminary Endangerment Assessment ranking, are located within a 1.0-mile radius from the site. None was reported.

USEPA's Resource Conservation and Recovery Act (RCRA) Facilities Database (RCRIS), dated June 2000, was reviewed to ascertain if permitted RCRA hazardous waste treatment, storage, and disposal (TSD) facilities are within a 1.0-mile radius from the site. None was reported.

USEPA's RCRA Corrective Action Sites Lists (CORRACTS), dated June 2000, was reviewed to ascertain if identified RCRA facilities that are undergoing corrective action are within a 1.0-mile radius from the site. None was reported.

USEPA's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list, dated December 2000, of facilities that have had hazardous material releases and have been designated by the Federal government for remediation was reviewed to locate reported properties within a 0.5-mile radius from the site. None was reported.

Cal EPA, DTSC's Calsites Database of all sites except Annual Work plan (AWP) sites (includes ASPIS sites), dated October 2000, was reviewed to ascertain if known contaminated properties, which are designated by the State for remediation and/or have a Preliminary Endangerment Assessment ranking, are located within a 0.5-mile radius from the site. None was reported.

The California State Integrated Waste Management Board's January 2001 California Solid Waste Information System (SWIS) list of permitted solid waste landfills, incinerators, and transfer stations was reviewed to locate facilities within a 0.5-mile radius from the site. None was reported.

Cal EPA's LUST Information System (LUSTIS) database, dated October 2000, was reviewed to identify facilities that had leaking underground storage tanks (USTs) within a 0.5-mile radius from the site. Two facilities were reported.

- Texaco Service Station
5226 North Palo Comado Canyon Road
approximately 0.05 mile southwest

- Chevron Service Station
5221 North Palo Comado Canyon Road
approximately 0.1 mile west
- Tosco Station #7426
28203 Dorothy Drive
greater than 0.25 mile southwest
[Distance verified by M/B&A].

The Los Angeles County Department of Public Works (LACDPW) Environmental Programs' Underground Storage Tank Street Book List, dated July 1997, was reviewed to locate properties with reported USTs within a 0.25-mile radius from the site. Three properties were identified.

- Texaco Service Station
5226 North Palo Comado Canyon Road
approximately 0.05 mile southwest
- Agoura Mobil Mini Mart
5116 North Chesboro Road
greater than 0.25 mile southwest
[Distance verified by M/B&A]
- Unocal/Tosco Service Station #7426
28203 Dorothy Drive
greater than 0.25 mile southwest
[Distance verified by M/B&A].

The SWRCB's Underground Storage Tank Registration database, dated January 1994, was reviewed to locate properties with registered USTs within a 0.25-mile radius from the site. Five properties were identified.

- Texaco Service Station
5226 North Palo Comado Canyon Road
approximately 0.05 mile southwest.
- AMINS Mobil
5116 North Chesboro Road
greater than 0.25 mile southwest
[Distance verified by M/B&A]
- Unocal/Tosco Service Station #7426
28203 Dorothy Drive
greater than 0.25 mile southwest
[Distance verified by M/B&A]
- U-Haul Company of Van Nuys
28650 Canwood Street
greater than 0.5 mile west
[Distance verified by M/B&A].

The SWRCB's Aboveground Storage tank (AST) database, dated December 1999, was reviewed to identify properties with ASTs within a 0.25-mile radius from the site. None was reported.

The Emergency Response Notification System (ERNS) database, dated December 1999, was reviewed to ascertain properties with reported releases of oil and hazardous substances within a 0.0125-mile radius from the site. None was reported.

USEPA's RCRA database (RCRIS), dated June 2000, of registered facilities that generate hazardous waste for both RCRA large-quantity generators and small-quantity generators was reviewed to identify properties within a 0.0125-mile radius from the site. One facility was identified.

- KC Auto Repair
28118 Dorothy Drive
greater than 0.25 mile southwest
[Distance verified by M/B&A]

Small-quantity generator.

Two of the facilities identified from the various agency lists were deemed by M/B&A to have the potential to impact the subject site. They are: 5221 North Palo Comado Canyon Road (Chevron Service Station) and 5226 North Palo Comado Canyon Road (Texaco Service Station). Regulatory agency files were reviewed for these two facilities. The lead agency for USTs in Agoura is the Los Angeles County Department of Public Works (LADPW). The RWQCB is the lead agency for groundwater-impacted properties. A summary of the LADPW and RWQCB file review efforts is presented below.

Chevron Service Station -- 5221 North Palo Comado Canyon Road

Files were reviewed by M/B&A at the LADPW office for the Chevron property; files were not located at the RWQCB. Chevron Service Station Number 9-9693 was issued LADPW UST removal permits for four USTs on 28 May 1986. The USTs originally were installed in 1982 and included two 10,000-gallon gasoline tanks, one 4,000-gallon gasoline tank, and one 1,000-gallon waste oil tank. On 10 June 1986, LADPW issued tank installation permits for three 10,000-gallon gasoline tanks. Chevron filed an unauthorized leak report form on 25 February 1987 due to a gasoline UST leak; the UST was emptied immediately. LADPW requested a site assessment on 30 July 1987. Chevron responded that no leak was confirmed by letter on 19 August 1987.

A final tank closure report, dated 24 June 1988, was prepared by Groundwater Technology, Inc. (Ventura, California). However, the closure report was not filed with the LADPW until 1992. The tanks were removed on 13 April 1988. Soil samples collected from beneath the tanks after further excavation revealed a maximum total recoverable petroleum hydrocarbon (TRPH; EPA Test Method 418.1) concentration of 74 ppm. Soil samples collected from stockpiled soil near the waste oil tank revealed TRPH levels as great as 9,200 ppm. On 22 July 1993, LADPW issued a Notice of Non-Compliance to Chevron and requested a groundwater monitoring well be installed at the property to determine if groundwater had been impacted. Chevron submitted a 25 August 1993 letter to LADPW stating that no further site assessment was warranted at the facility.

A document entitled "Results of Field Activities Report and Closure Report," dated 13 May 1993, was prepared by Chevron-Bechtel Alliance Corporation (Norwalk, California). Soil sampling was performed during island replacement activities. About 560 tons of soil were excavated and removed from the property. The existing tanks were removed to install a new tank leak detection and monitoring system. Groundwater was not encountered. Soil samples collected from beneath the tanks revealed a maximum TRPH concentration of 80 ppm. Chevron requested closure for the facility. On 5 March 1996, the LADPW issued a letter concluding that soil contamination detected at the facility warranted the installation of groundwater monitoring wells. No further information was located in the file.

Texaco Service Station – 5226 North Palo Comado Canyon Road

Files were reviewed by M/B&A at the LADPW and RWQCB offices for the Texaco property. According to a RWQCB Summary Sheet, dated December 1996, Texaco has leased the property since July 1964. The service station was constructed in May 1967 and included two 10,000-gallon gasoline tanks and one 550-gallon waste oil tank. The tanks were removed in 1981. A product line leak reportedly occurred in July 1981. Approximately 11,000 gallons of product were lost based on incomplete retailer records. Fourteen soil borings and eleven groundwater monitoring wells were installed in 1981. Roughly 4,000 gallons of free-product were removed and over 250 tons of petroleum impacted soil was removed from the property. Product recovery and groundwater monitoring operations ceased in 1984. The original waste oil tank was replaced in 1986 with a double-wall, fiberglass tank. LADPW issued final closure for the former waste oil tank removal on 17 March 1986.

Product lines and dispensers were removed in December 1990. Texaco Environmental Services (TES; Universal City, California) filed an unauthorized leak report with the LADPW due to impacted soil observed during line replacement activities. TEX issued a closure report for this work on 29 January 1991 and a site assessment report on August 1991. Ten borings were advanced in June 1991 and total petroleum hydrocarbons as gasoline (TPH; EPA Test Method 8015M) concentrations were detected as high as 2,900 ppm in the soil. Groundwater samples revealed TPH as gasoline as high as 5.9 ppm and benzene, toluene, ethyl benzene, and xylene (BTEX) levels as high as 700 ppb, 11 ppb, 180 ppb, and 3 ppb, respectively. A "Site Assessment Report," dated 25 June 1993 was submitted to the LADPW by ENV America, Inc. (Irvine, California). Additional wells were installed. Soil samples revealed TPH as high as 300 ppm in various locations across the property.

ENV America prepared a document entitled "Forensic Environmental Evaluation," dated 10 August 1994, for the property. The consultant concluded that petroleum hydrocarbons detected in soil and groundwater beneath the Texaco Service Station may be within background concentrations and related to natural crude petroleum. The Department of Oil and Gas (DOG) wells cited by ENV America were located approximately 6.7 and 1.2 miles east from the site. Tar specks and gas showings were observed at 800 feet below ground surface (bgs) and 1,725 feet BGS, respectively, in the wells. The RWQCB issued no response to this report.

Piping and dispensers were replaced in early 1995. Soil excavation was performed during this activity and was documented in ENV America's "Product Piping and Dispenser Replacement Report," dated 7 July 1995. Roughly 183 tons of petroleum-impacted soil were removed from the facility.

LADPW issued tank permits on 20 May 1996 for three 10,000-gallon gasoline tanks, one 8,000-gallon gasoline tank, and one 550-gallon waste oil tank. Quarterly reports were submitted to the LADPW and the RWQCB from May 1992 through November 1996 to document groundwater monitoring events and other site investigation activities. A summary of groundwater data through 1996 is provided in Appendix D as Exhibit 1. Figures depicting groundwater gradient and two contamination plumes also are enclosed in Appendix D as Exhibits 2 through 4. The RWQCB issued a no further action letter on 3 December 1996 for the property (see Exhibit 5 in Appendix D hereto).

5.0 HISTORICAL AERIAL PHOTOGRAPH REVIEW

M/B&A scrutinized black-and-white and color aerial photographs available from Continental Aerial Photos, Inc. (Los Alamitos, California). Photos that included the site were available for the years 1953, 1969, 1972, 1977, 1979, 1980, 1986, 1988, 1990, 1993, and 1995). Specific observations are presented below by photograph date.

- The 1953 photograph showed that the site and surrounding area to the west, northwest, north, and east were vacant and undeveloped land. Evidence of agricultural uses at the site and immediate site vicinity was not

observed. Numerous trees were located throughout the site. The Ventura Freeway was visible south from the site.

- The Calabasas Landfill was present in the 1969 photograph approximately 0.6 mile northeast from the site. Exit and entrance ramps from the Ventura Freeway were visible onto Palo Comado Canyon Road. Two billboards were located on the southern boundary of the site near the freeway exit ramp. Significant changes to the site were not noted, except that fewer trees were present. Present day Texaco and Chevron Service Station properties were occupied by structures resembling service stations. Several residential structures were noted along the western property boundary.
- Significant changes to the site and surrounding area were not visible in the 1972, 1977, 1979, and 1980 photographs. Comparison of the 1980 photograph to the 1972 photograph revealed that the Calabasas Landfill was larger in areal extent.
- The 1986 photograph showed that the site and surrounding area to the north and east remained vacant and undeveloped land. Increased residential development was noted to the west and northwest from the site. Commercial development was noted along the Ventura Freeway south and southwest from the site. The Calabasas landfill was larger in size.
- Significant changes to the site and surrounding area were not visible in the 1986, 1988, 1990, and 1995 photographs. Comparison of the 1986 photograph to the 1995 photograph revealed that the Calabasas Landfill remained roughly the same size.

6.0 HISTORICAL MAP REVIEW

Fire Insurance Maps from the Sanborn Atlas Collection were researched by VISTA. Maps that included the site were not found.

The USGS topography map entitled Calabasas Quadrangle (1951; revised 1969) was reviewed. No structures were indicated on the site. The Ventura Freeway was present south from the site. The Calabasas Landfill was not noted on the map. The highest point of elevation observed on the site was roughly 1,200 feet above mean sea level.

7.0 AGENCY CONTACTS/FILE REVIEWS

Several local regulatory agencies were contacted by M/B&A to obtain information in regard to previous land use(s), structures, underground storage tanks, and hazardous material uses or releases at the site. They included the County of Los Angeles Assessor's Office, Los Angeles County Regional Planning Department, Los Angeles County Department of Public Works, Los Angeles County Fire Department, and the Los Angeles Regional Water Quality Control Board. The findings of these reviews and interviews are summarized below.

County of Los Angeles

M/B&A contacted the Los Angeles County Regional Planning Department to obtain records of, or permits for, building construction, sewers, demolition, excavation, and underground tanks for the site. No files/information were located for the site.

The Los Angeles County Department of Public Works is the lead agency for USTs in unincorporated areas of Los Angeles County (i.e., Agoura). All files are maintained by property address. Files were not located for the site.

The Los Angeles County Fire Department is the lead agency for hazardous material business plans and emergency response. All files are maintained by property address. Records regarding records of hazardous material uses, storage, and releases, and underground tanks cannot be located for properties by parcel number.

Los Angeles Region

M/B&A contacted the Los Angeles Regional Water Quality Control Board to obtain records of underground tanks for the site. No files/information were located for the site.

8.0 PREVIOUS INVESTIGATIONS

M/B&A conducted an assessment of the subject site in October 1997. The findings of this assessment are documented in M/B&A's ESA report dated 16 October 1997. M/B&A concluded that there was no evidence of adverse environmental conditions in connection with the site. Other reports documenting previous investigations at the site were not located by M/B&A.

M/B&A was provided a copy of the February 1997 Calabasas Landfill Special Use Permit Environmental Assessment that was prepared by the US Department of the Interior, National Park Service, Santa Monica Mountains National Recreation Area. The landfill, which is located roughly 0.6-mile east from the site, is situated within the Santa Monica Mountains National Recreation Area. It is classified as a Class III sanitary landfill that is allowed to accept only nonhazardous municipal solid waste. The landfill currently accepts over 3,500 tons of waste per day. It has been in operation since 1961. During this operating period, the landfill accepted hazardous wastes from September 1965 through July 1980. The report concluded that the present operations of the landfill pose no adverse impacts to air quality, water resources, wildlife, soils, population, noise, visual resources, and land use.

The landfill has a comprehensive monitoring program for gas combustion efficiency, off site gas migration, ambient air quality, landfill surface gas emissions, and landfill gas quality. The program is permitted by the South Coast Air Quality Control District (SCAQMD). Ambient air samples collected on a monthly basis at various locations around the landfill revealed air quality results that were consistent with background ranges measured in the Los Angeles Air Basin.

The landfill has six subsurface barrier systems, four liner systems, and numerous extraction wells in-place to protect groundwater quality. In addition, two groundwater monitoring programs have been implemented at the landfill. A detection monitoring program (DMP) is implemented in areas where there is no landfill effect on groundwater. The objective of the DMP is to detect any change in groundwater quality that may be caused by the landfill. Monitoring wells downgradient of Barriers 3, 4, and 6 are in the DMP.

A groundwater corrective action program (CAP) is implemented in areas where a landfill effect on groundwater has been observed. Monitoring wells downgradient of Barriers 1, 2, and 5 are in the CAP. The objective of monitoring during the CAP is to evaluate the effectiveness of corrective actions implemented in accordance with the requirements of the CAP which are set forth in RWQCB Order No. 00-077, *Amended Waste Discharge Requirements, Corrective Action Program - Calabasas Landfill, Unincorporated Los Angeles County*, and *Amended Monitoring and Reporting Program No. 4992*, (MRP No. 4992), both adopted on 29 June 2000.

Water quality monitoring at all DMP and CAP wells is conducted on a quarterly basis. Cheseboro Creek and the subject site are located to the west of the landfill and topographically downgradient from the Barrier 5 area. A landfill effect has been detected in monitoring wells immediately downgradient of Barrier 5. The landfill effect is indicated by the detection of several volatile organic compounds (VOCs). In the third quarter of 2000, VOCs were detected in wells R07A, R07B, and R08B. Eleven VOCs were detected in R07A, and six VOCs were detected at R08B. Trichloroethylene, vinyl chloride, benzene, p-dichlorobenzene, 1,1-dichloroethane, 1,2-dichloroethane, and cis-1,2-dichloroethylene at R07A, and 1,2-dichloroethane at R08B were detected at concentrations above their MCLs. In general, the VOC concentrations

in R08B were much lower than those in R07A. Only one VOC, 1,2-dichloroethane, was detected in R07B. The detected levels were very low in the duplicate samples: one at the detection limit, and the other slightly above the MCL.

Evaluation monitoring well M20S is located approximately 400 feet west of Barrier 5. Well M20S monitors the groundwater at the alluvium/bedrock contact. Water chemistry at M20S is similar to that found in well R07A, and the groundwater elevation at M20S is lower than that found at R07A. This indicates that the groundwater monitored at M20S is hydraulically downgradient of groundwater monitored at well R07A. In the third quarter of 2000, ten VOCs were detected in M20S. Six of these ten VOCs, trichloroethylene, tetrachloroethylene, cis-1,2-dichloroethylene, vinyl chloride, 1,1-dichloroethane, and 1,2-dichloroethane, were at levels above their respective MCLs.

During 1999, nine piezometers (P61S through P69S) were installed in the Barrier 5 area. Four of these piezometers, P64S, P67S, P68S, and P69S, were added to the CAP monitoring program for the site, and were sampled during the third quarter of 2000. These piezometers are located 1,000 feet, 1,700 feet, 2,100 feet, and 2,800 feet from Barrier 5, respectively. Landfill related VOCs were detected in P64S and P67S. Seven VOCs were detected in P64S, and six, trichloroethylene, tetrachloroethylene, vinyl chloride, 1,1-dichloroethane, 1,2-dichloroethane, and cis-1,2-dichloroethylene, were detected above their respective MCLs. Only one VOC, 1,2-dichloroethane, was detected in P67S. The concentration of this VOC was above its MCL, but was significantly lower than that in P64S. There were no detections of VOCs in P68S and P69S. These results are similar to those from previous monitoring of these piezometers.

9.0 REGIONAL HYDROGEOLOGY

The site is located at the southern limits of the Simi Hills. The site area is situated on unconsolidated colluvium and slopewash consisting of sand, silt, and clay. These deposits are of the Pleistocene age and locally are derived from the surrounding hills. These surficial deposits are thin (i.e., 2 to 15 feet) and are underlain by the Middle Miocene Topanga Formation. The Topanga Formation generally consists of interbedded sandstone, sandstone, and clay shale.

Perched groundwater in the site vicinity exists at variable depths ranging from 4 to 9 feet bgs. Depth to groundwater was reported at the Texaco Service Station that is located southwest from the site to be about 19 feet bgs. Historical groundwater monitoring at the Texaco property revealed that groundwater flows in the north/northwest direction.

The hydrologic records of the Los Angeles County Flood Control District were reviewed to determine the depth to groundwater in the site vicinity. Due to low yielding aquifers and poor water quality, recording of well data in this area was ceased in 1978. The nearest groundwater well (No. 3484) is located about 1.3 miles northwest of the site. Groundwater depths were reported as high as 97 feet bgs (May 1962) and as low as 223 feet bgs (December 1977).

The State of California Department of Health Service's (DHS') 1986 report entitled "Organic Chemical Contamination of Large Public Water Systems in California" was reviewed to locate water wells that have been contaminated with a variety of chemical constituents. None was found within a 1.0-mile radius from the site.

10.0 CONCLUSIONS

Based on M/B&A's records review and evaluation of historical aerial photographs that spanned the period from 1953 to 1997, it appears that the site has been vacant, undeveloped land from at least 1953. Agricultural activities were not evident at the site or in the surrounding area. At the time of M/B&A's reinspection on 28 March 2001, the site was undeveloped, vacant land.

Two facilities were identified on various agency lists within a 0.25-mile radius from the site at which "hazardous materials" were present or had been released. The facilities (i.e., Texaco and Chevron Service Stations) were located approximately 0.05 and 0.1 miles, respectively, from the site. Petroleum releases to soil were reported at the Chevron

property; soil and groundwater contamination were reported at the Texaco property. The RWQCB issued a letter of no further action for the Texaco property. Based on the reported groundwater gradient (i.e., west/northwest), it is unlikely that the site has been impacted due to hazardous substances releases that have occurred at these two properties.

The Calabasas Landfill is located roughly 0.6 mile east from the site and is situated within the Santa Monica Mountains National Recreation Area. According to a February 1997 Calabasas Landfill Special Use Permit Environmental Assessment that was prepared by the US Department of the Interior, National Park Service, the Class III sanitary landfill currently accepts over 3,500 tons of waste per day. Ambient air samples collected on a monthly basis at various locations around the landfill revealed air quality results that were consistent with background ranges measured in the Los Angeles Air Basin. In addition, the report concluded that the present operations of the landfill pose no adverse impacts to air quality, water resources, wildlife, soils, population, noise, visual resources, and land use.

The nature and extent of the landfill effect in the Barrier 5 area has been well characterized by monitoring results from R07A, R07B, R08B, M20S, P64S, P67S, P68S, and P69S. VOCs are the only water quality concerns in this area. However, these VOCs are being naturally attenuated as indicated by the decreasing levels in wells farther away from the landfill. The groundwater in this area has no beneficial uses due to its low yield and naturally poor quality. In accordance with the CAP, the Sanitation Districts will continue to operate existing groundwater control systems and to monitor groundwater to protect water quality.

In conclusion, we have performed a Preliminary Site Assessment in conformance with ASTM Standards on Environmental Site Assessments for Commercial Real Estate of Parcel No. 2052-009-012 in the Agoura, an unincorporated area of Los Angeles County. This assessment has revealed no evidence of adverse environmental conditions related solely to hazardous substances associated with the subject site.

11.0 LIMITATIONS

The ESA document has been based predominantly on information collected, compiled, or provided by entities other than M/B&A. The firm makes no representation as to the professionalism of those analysts, or to the thoroughness or validity of agency-generated information. M/B&A is not an insurer; any payments received pursuant to this Agreement are based solely on the value of M/B&A's services and are unrelated to the value of the client's property, or to the cost for the remediation of any environmental contamination or other environmental liabilities, if any. Changes in regulatory policy/requirements and technological advances that post-date the ESA report obviously are beyond its scope. Unless M/B&A has been negligent in performing this ESA, then M/B&A shall not be responsible for any direct, incidental, indirect, or consequential damages (including loss of profits) incurred by the client or by any third party occasioned by services performed by M/B&A, or by the application or use of the report by the client or others. Moreover, the client assumes all of the risks and liabilities associated with any environmental contamination of the referenced property, as well as any other environmental liability related to the property.

HESCHEL WILDLAND FIRE EVACUATION DISCUSSION

August 30, 2005

Wildfires, frightening and dangerous in any circumstance, present an especially problematic situation where a fire-prone open landscape abuts a suburban community. The following discussion summarizes how the Heschel West (the "School") will contribute to the safe evacuation of the Chesebro Canyon community in the event of a wildfire.

The Heschel West project will provide for emergency evacuation by constructing a **new road** segment that will be a **direct route between the Chesebro Canyon community and the 101 freeway**. Chesebro residents will thus have a safe alternative escape route and the roadway will allow ready access by fire fighting personnel and other emergency services and equipment. The roadway will bisect the Heschel West property linking Chesebro Canyon Road to the 101 Freeway northbound ramps at Palo Comado Canyon Road.

To insure that this new road provides for emergency access as intended and is not blocked by School traffic (i.e., parents retrieving their children), the following protocols will be utilized as part of a Fire Evacuation/Protection Plan:

1. The roadway, as currently conceived, is a **through route**, from Chesebro Canyon Road **to the freeway ramps**, and will have no stop signs or signals (refer to Figure 4.7-2 in the DEIR).
2. Where there is the possibility of cross traffic through the campus proper, **trained School personnel will** be located at key points to allocate right of way, minimize vehicle queuing, and **keep traffic moving**.
3. **Heschel personnel would not exit in the direction of the fire via Chesebro Canyon Road** during a wildland fire emergency, therefore the School would impose no traffic load on this part of the evacuation route.
4. During an emergency evacuation, the School will implement a "one-way loop" traffic pattern to facilitate the on-campus movement of cars and minimize conflicting traffic movements.
5. The Heschel West roadway design, south of the campus, will be extra-wide and include a **14 foot emergency center lane** within a 40 foot roadway, to permit emergency vehicles **unencumbered access to the campus** while allowing for two additional lanes of evacuation traffic at the same time.
6. Heschel West, prior to occupancy of the School, **will improve the capacity of the freeway intersection** at Palo Comado Canyon Road and the north bound 101 ramps to accommodate regional traffic demand beyond that needed to mitigate School traffic impacts, thereby increasing the volume and speed of evacuation through that intersection over existing conditions.

7. School parents will be trained in the procedures to follow in the event of an emergency, particularly the special traffic routing protocols and procedures for meeting up with their children.
8. A secondary shelter-in-place protocol has been developed to be initiated in the event that there is not adequate lead time to complete the evacuation of the campus. **School buildings have been specifically designed to perform as shelters from fires** traversing the adjacent natural areas. Once an uncontrolled fire is proximate to the Heschel West property, the Shelter-in-Place protocols will be implemented, because the children and school personnel will be safer inside specifically designed structures than exposed to the elements of the fire.
9. **Heschel will host a community open house** to familiarize area residents with the campus and provide information on evacuation procedures and how to utilize the new evacuation route in an emergency.

For additional discussion of access and fire safety measures please refer to Section 4.7 of the DEIR, more specifically Figure 4.7-2 which depicts beneficial project elements with respect to fire safety and Appendix 4.7 of the DEIR which describes the School's Fire /Vegetation Management Plan. Also, reference the June 9 letter from Mr. Benjamin Reznik to the Regional Planning Commission commenting on fire safety and other responses to community issues. The School will prepare and review with the County an emergency plan and parents will be informed of evacuation and shelter-in-place protocols (i.e., that if the wildfire is on or near the School property, access to the School site may be blocked, or that if parents reach the campus they may have to stay). There will be established and practiced procedures, such as a phone tree, radios, e-mails and other communication procedures to keep parents informed as to the status of the children, and when to pick them up or how they will be evacuated.

While some specifics have yet to be finalized by the school administration, it is clear, that the School represents a **net plus to the community** with respect to fire safety by adding needed access alternatives for the rural areas of Old Agoura.